

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Rules applicable to all IFR flights

1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

Special equipment that aircraft must have: Aircraft flying over the inhospitable areas as defined in this manual, must be equipped with special equipment in accordance with Algerian regulations in force.

1.2. Minimum levels

Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, the aircraft shall fly at a level, which is at least 450 m above the highest obstacle located within 8 km (5 NM) of the estimated position of the aircraft.

1.3. Change from IFR flight to VFR flight

Any modification to the current flight plan, reported by the pilot to the air traffic services, will only be made after acknowledgment of receipt by the said service. Meanwhile, the aircraft will continue its route according to the current flight plan.

An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period in uninterrupted visual meteorological conditions.

2. Rules applicable to IFR flights within controlled airspace.

2.1 IFR flights shall comply with the provisions of 3.6 of Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace. In the control areas, air traffic control clearances are given according to the lowest usable flight level determined by air traffic control services.

This flight level is communicated to the aircrafts upon request. These clearances and information do not relieve the pilot of their responsibilities regarding obstacles clearance.

3. Rules applicable to IFR flights outside controlled airspace.

3.1. Cruising Levels:

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track. It is the responsibility of the pilot to determine the usable flight level as specified in:

- a) The minimum flight height prescribed by the air traffic regulations (Obstacle Clearance Margin: 450 m IFR)
- b) The semi-circular rule of flight levels distribution according to the magnetic route
- c) Operational rules to which they are subject.

3.2. Communications

An IFR flight or a controlled VFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the ATS authority in accordance with 3.3.1.2 c) or d) of Annex 2 to the Convention on International Civil Aviation shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

An IFR flight or uncontrolled VFR flight plans for aircraft which are not equipped with the appropriate frequencies will not be accepted.

An uncontrolled VFR flight shall maintain a listening watch on the appropriate radio frequency and establish two-way communication with the Flight Information Unit.

The use of the SELCAL system is considered as a permanent listening.

3.3. Position reports

3.3.1. Aircraft in flight outside controlled areas shall provide flight reports as follows:

3.3.1.1. On advisory routes, at specified reporting points and as requested by the advisory service provider.

3.3.1.2. On ATS routes published as routes (call sign preceded by the letter F), at specified reporting points.

3.3.1.3. Off these routes every hour.

3.3.1.4. In all cases and irrespective of the spacing between the specified reporting points where they exist, they shall, in order to improve the operation of the SAR service, transmit an "all clear" or "normal flight" message in principle every half hour. Crews shall aim to transmit this message within a period of plus or minus ten minutes either side of the theoretical time, i.e. the time between two successive reports shall in practice be between 20 and 40 minutes.

3.3.1.5. Transmission of position reports at the ALGER / DAKAR / N'DJAMINA / NIAMEY FIR boundary the last position report before passing from the DAKAR, N'DJAMENA or NIAMEY Flight Information Regions (IFR) into the ALGER FIR will be transmitted to the Flight Information Centre (FIC) serving the FIR which the aircraft is about to leave and to the ALGER FIC

3.3.2. For aircraft coming from the NIAMEY or N'DJAMENA FIR, a transmission will suffice provided that the message is addressed to the Niamey or N'DJAMENA Flight Information Centre.

3.3.3. As the case may be, and to that of ALGIERS, given that the stations serving the Flight Information Centers or Area Control Centers of NIAMEY, N'DJAMENA and ALGIERS, belong to the same HF radio telephone network. For aircraft coming from the DAKAR FIR, separate transmissions will be required as the air-ground communications required for aircraft in flight in the ALGER and DAKAR FIRs are on different HF networks.

3.4. Particular dispositions

Special provisions for on-board radio equipment and position reports concerning:

- a) Sea crossings
- b) Flights in inhospitable regions
- c) The use of aerodromes devoid of radio equipment